

17. ANACORTES/ISLANDS–SIDNEY, B.C.

The Anacortes/San Juan Islands–Sidney route connects Vancouver Island, British Columbia with Anacortes, San Juan Island at Friday Harbor, and, in the westbound direction, Orcas Island. With the exception of the summer season (third week of June through the third week of September), only one round-trip per day is made on this route.

Average daily ridership on this route 135 vehicles/ drivers and 310 passengers for a total average daily ridership of 445. Ridership on this route is highly seasonal; a second round-trip is added during the summer season to meet tourist demand. In May 1999, the month in which the survey was administered, the average daily ridership was 365.

Key trip making information and geographic travel patterns for patrons of this route are presented herein. Additional route-specific survey tabulations and results for all three survey periods, including ferry user demographic information, can be found in Appendix B.

17.1 TRIP MAKING INFORMATION

17.1.1 Weekday Trip Statistics

Weekday trip statistics presented here are grouped into three topics:

- Trip purpose and usage frequency;
- Travel modes and round-trip patterns; and
- Desired transit improvements.

As noted above, the following results apply to daily travel patterns given that this route's vessel makes only one round-trip per day.

Trip Purpose

Table 17-1 displays trip purpose and frequency of use information for the Anacortes/ San Juan Islands–Sidney route. As would be expected for an international route, the overwhelming majority of trips on this route are for recreational purposes. During the weekday service period, 88% of all travel is for social and recreational reasons, with another 7% for personal business, and only the remaining 5% for work/school commute and business-related purposes. Compared to results of the 1993 survey it appears that recreational travel on this route is remarkably similar, at about 94% in 1993 as well.

“During weekdays, 88% of all travel is for social and recreational reasons, with another 7% for personal business, and only 5% for commute and business-related

Ridership frequency for this route is also quite low, with about 95% of all riders reporting five or fewer one-way rides in the seven days, and more than half reporting that the

surveyed trip was their first ride in the past week. Again, travel frequency results shown below are not unexpected for this international route with one round-trip sailing per day.

Table 17-1
Trip Purpose and Frequency of Use Distribution
Anacortes/Islands-Sidney, B.C. – Weekday Service Period

<i>Frequency of Use / Trip Purpose</i>	<i>Work/School/ Business Related</i>	<i>Medical Appt./ Personal Business/ Other</i>	<i>Social/ Recreational/ Shopping/ Sight-seeing</i>	<i>All Trip Purposes</i>	<i>Expanded Ridership Total</i>
1st Ride in Past 7 Days*	45.3%	47.2%	57.0%	55.7%	168
2 to 5 Rides in Past 7 Days	48.3%	47.0%	37.6%	38.8%	117
6 to 9 Rides in Past 7 Days	6.4%	0.0%	0.9%	1.1%	3
10 or More Rides in Past 7 Days	0.0%	0.0%	1.3%	1.2%	4
No Answer	0.0%	5.8%	3.2%	3.2%	10
Totals	100.0%	100.0%	100.0%	100.0%	302
Overall Trip Purpose Distribution	5.2%	6.7%	88.2%	100.0%	
Expanded Ridership	16	20	266	302	

* 1st Ride in Past 7 Days includes passengers who answered: 1st ride in past year and 1st ride ever.

Trip origin and destination types by direction for riders on the Anacortes/Islands-Sidney route are shown in Table 17-2. Consistent with a high percentage of recreation-based trips, the most common origin and destination type pair is “other to other,” or travel between two points other than home or work. The second and third most common origin and destination pairs are “other to home” and home to other.” Again, these results are not unexpected due to the cross-border tourism, shopping and recreational travel that is typical between Washington State and British Columbia.

Table 17-2
Trip Origin and Destination Types by Direction
Anacortes/Islands-Sidney, B.C. – Weekday Service Period

<i>Origin & Destination Types</i>		<i>Destination Shares Across All Origins:</i>			<i>Expanded Ridership Total</i>
<i>Origin Place</i>	<i>Destination Place</i>	<i>Eastbound Trips</i>	<i>Westbound Trips</i>	<i>Both Directions</i>	
Home	Home	2.6%	1.7%	2.2%	7
	Work/School	1.2%	0.0%	0.7%	2
	Other	4.8%	29.9%	16.1%	49
Work/School	Home	1.3%	0.0%	0.7%	2
	Work/School	0.7%	0.0%	0.4%	1
	Other	0.0%	0.0%	0.0%	0
Other	Home	41.7%	2.5%	24.0%	73
	Work/School	0.0%	0.0%	0.0%	0
	Other	47.7%	65.9%	55.9%	169
Totals		100.0%	100.0%	100.0%	302
Travel Direction Distribution		55.0%	45.0%	100.0%	
Expanded Ridership		166	136	302	

Travel Modes and Round-Trip Patterns

Round-trip travel patterns and methods for riders of the Anacortes/Islands-Sidney route are presented in Table 17-3. A larger proportion of weekday riders reported being surveyed on the first-half of a round-trip than was found for most other WSF routes, the exceptions being the domestic Anacortes-San Juan Islands route and the Port Townsend-Keystone route. However, given that there is only one round-trip sailing per day to Sidney, a near even split between first and second round-trip halves would be expected for weekday travel. Similarly, only those riders “joy-riding” on the ferry and returning to the same terminal where they started could have completed a round-trip on the route’s one sailing in the same day. This explains why well over 80% of riders on this route travel each way on different days. However, unlike results for the domestic Anacortes-San Juan route, many riders on the international route reported that another ferry route would be used (was used) for the other half of their round-trip, presumably at the Vancouver Island end. Potential alternatives are one of the B.C. Ferries routes between Vancouver Island and mainland British Columbia, the Victoria-Port Angeles ferry, the Seattle-Victoria Clipper, or Bellingham-Victoria ferry, none of which are part of the WSF system.

“...Many riders on the international route reported that another ferry route would be used (was used) for the other half of their round-trip, presumably at the Vancouver Island end.”

Table 17-3
Round-Trip Patterns and Methods
Anacortes/Islands-Sidney, B.C. – Weekday Service Period

<i>Round-Trip Segment & Method / Time</i>	<i>Today</i>	<i>Some Other Day</i>	<i>No Answer</i>	<i>Expanded Ridership</i>
Declared Initial Trip (Reported on 2nd Half of Round-Trip)				54.2%
Same Ferry Route	8.3%	30.6%	6.2%	74
Not Using Ferry System	0.0%	1.3%	0.0%	2
Different Ferry Route	0.0%	46.2%	0.7%	77
No Answer	1.2%	2.9%	2.6%	11
<i>Total Declared Initial Trip</i>	<i>9.5%</i>	<i>81.0%</i>	<i>9.5%</i>	<i>164</i>
Expected Return Trip (Reported on 1st Half of Round-Trip)				35.9%
Same Ferry Route	1.2%	25.8%	3.9%	33
Not Using Ferry System	0.0%	12.8%	3.1%	17
Different Ferry Route	0.0%	40.0%	2.4%	46
No Answer	1.9%	5.2%	3.8%	12
<i>Total Expected Return Trip</i>	<i>3.1%</i>	<i>83.8%</i>	<i>13.1%</i>	<i>109</i>
No Answer (Did Not Report Round-Trip Status)				9.9%
<i>No Answer</i>			<i>100.0%</i>	<i>30</i>
Expanded Ridership Total	19	223	60	302

Access and egress mode shares and boarding mode distributions from the 1993 survey were modified to approximate 1999 Travel Survey methods and data collection procedures for comparison purposes. However, the 1993 results are not directly comparable to the expanded survey results based upon the data collected in 1999. Please see Section 3.5.2 in Chapter 3 for a detailed explanation of how the boarding mode numbers differ. These modified percentages can nonetheless be used for generalized comparisons, as presented in the following discussion.

Access and egress modes and boarding methods for riders on the Anacortes/Islands-Sidney ferry route are provided in Table 17-4. Ninety-two percent of riders reported boarding the ferry vessel in a vehicle, leaving only about 8% boarding as pedestrians, the smallest share of any route in the system. The low percentage of walk-ons is due to the location of the ferry terminal at Sidney, which is not a large destination in and of itself, and is more than 15 miles from Victoria, the main attraction on Vancouver Island. Those that do board as pedestrians arrive and depart the terminals primarily by vehicle.

The Sidney route also exhibits the highest average vehicle occupancy among the in-vehicle boardings of any route in the system, at 2.8 persons per vehicle. This result is no surprise, given the tourism and recreational opportunities served by the international route. Overall, the distribution of boarding methods in 1999 was similar to that found in the 1993 survey.

Table 17-4
Access Mode to Ferry – Boarding Method – Egress Mode from Ferry
Anacortes/Islands-Sidney, B.C. – Weekday Service Period

<i>Access Mode to Ferry Terminal</i>	<i>Percent Distrib.</i>	<i>Boarding Method</i>	<i>Percent Distrib.</i>	<i>Mode Shares</i>	<i>Egress Mode from Ferry Terminal</i>	<i>Percent Distrib.</i>
Pedestrian/Bicycle	9.7%	Walked-On7.9%			Pedestrian/Bicycle	8.3%
By Vehicle*	81.9%	Pedestrian	100.0%		By Vehicle*	75.0%
By Bus or Shuttle	8.3%	Pedestrian w/ Bicycle	0.0%		By Bus or Shuttle	16.7%
Total	100.0%	Total	100.0%		Total	100.0%
In-Vehicle	100.0%	In-Vehicle92.1%			In-Vehicle	100.0%
		Vehicle Drivers*	35.6%			
		Vehicle Passengers	64.4%			
		Total	100.0%			
Total				100.0%		
Expanded Ridership Total				302		
* includes motorcycles						

Wait time distribution by boarding mode is shown in Table 17-5 for weekday service period riders. As was found on the domestic Anacortes-San Juan Islands route, walk-on passengers typically wait considerably fewer minutes than do ferry passengers boarding in a vehicle. Seventy percent of all walk-on riders waited 10 minutes or less, while only 2% of in-vehicle passengers waited 10 minutes or less. Nearly half of all ferry passengers boarding in a vehicle waited 31 to 60 minutes and 22% waited for 61 to 90 minutes.

Table 17-5
Wait Time Distribution by Boarding Method
Anacortes/Islands-Sidney, B.C. – Weekday Service Period

<i>Wait Time Category / Boarding Method</i>	<i>Walk Board (Pedestrian & Bicycle)</i>	<i>Vehicle Board (Driver & Passenger)</i>	<i>Expanded Ridership Total</i>
Zero to 10 Minutes	70.8%	2.4%	24
11 to 30 Minutes	12.5%	14.8%	44
31 to 60 Minutes	0.0%	44.9%	125
61 to 90 Minutes	16.7%	22.1%	66
More Than 90 Minutes	0.0%	7.9%	22
No Answer	0.0%	7.8%	22
Totals	100.0%	100.0%	
Expanded Ridership	24	278	302

Table 17-6 presents walk-on passenger parking statistics for weekday service period riders of the Anacortes/Island-Sidney route. Thirty-nine percent of all walk-on passengers reported using free parking on both sides and 43% either did not park a vehicle or provided insufficient information to determine parking status. Of those walk-on passengers who paid for parking, none provided the amount they paid.

Table 17-6
Walk-Board Passenger Parking Statistics
Anacortes/Islands-Sidney, B.C. – Weekday Service Period

<i>Reported Parking Characteristics</i>	<i>Expanded Ridership</i>	<i>Percent of Total</i>	<i>Average Total Parking Paid*</i>
Used Paid Parking on Both Sides	0	0.0%	N/A
Used Paid Parking One Side & Free Parking Other Side	4	18.1%	N/A
Used Free Parking on Both Sides	9	38.9%	\$0.00
Paid Parking One Side & Did Not Park Other Side or Insufficient Information	0	0.0%	N/A
Free Parking One Side & Did Not Park Other Side or Insufficient Information	0	0.0%	\$0.00
Did Not Park on Either Side or Insufficient Parking Information	10	43.1%	NA
Totals	24	100.0%	

*Only surveys with a reported dollar amount paid for parking were included in the average cost calculation (those with free parking were excluded).

Desired Transit Improvements

Transit improvements desired by weekday service period riders of the Anacortes/Islands-Sidney ferry route are shown in Table 17-7. Transit service at both ends of the ferry route was the most common response of those who chose from the provided list. However, over 60% of weekday service period riders either stated that none of the improvements appealed to them or did not make any selection. This result may be the influence of the high percentage of recreational travelers or due to ferry terminal locations and the surrounding land-uses.

Table 17-7
Transit Improvements Desired
Anacortes/Islands-Sidney, B.C. – Weekday Service Period

<i>Transit Improvement</i>	<i>Distribution</i>	<i>Expanded Ridership</i>
Service within 2 Blocks of Origin or Destination	5.5%	17
Service at Both Ends of Ferry Route	19.5%	59
Seamless Connection between Ferry & Bus	0.8%	2
Employer Paid or Subsidized Bus Pass	3.5%	10
More Park & Ride Lots/Spaces Available	5.6%	17
None of the Above/No Answer	61.3%	185
<i>Frequent Write-In Comments</i>		
More Passenger Only Service	2.9%	9
Lower Park & Ride Parking Fees/Free	1.0%	3
More Park & Ride Information	0.0%	0
"Other" Comments	0.0%	0
Totals	100.0%	302

17.1.2 Sunday Trip Statistics

Sunday trip statistics presented here are grouped into two categories:

- Trip purpose and usage frequency; and
- Travel modes and round-trip patterns.

Trip Purpose

Trip purpose and frequency of use information is provided in Table 17-8 for Sunday survey period respondents of the Anacortes/Islands – Sidney ferry route. As would be expected, about 93% of all respondents reported they were traveling for social/recreational purposes and 5% reported personal travel. Comparing these results to the 1993 survey results, it appears that recreational or personal travel has increased by about 8 percentage points during the Sunday service period. Most (46%) respondents reported that this was their first ferry ride in the last week and 42% reported between 2 and 5 rides in the past 7 days. These results are again consistent with what is expected for an international route.

Table 17-8
Trip Purpose and Frequency of Use Distribution
Anacortes/Islands-Sidney, B.C. – Sunday Survey Period

<i>Frequency of Use / Trip Purpose</i>	<i>Work/School/ Business Related</i>	<i>Medical Appt./ Personal Business/ Other</i>	<i>Social/ Recreational/ Shopping/ Sight-seeing</i>	<i>All Trip Purposes</i>	<i>Usable Responses</i>
1st Ride in Past 7 Days*	0.0%	57.1%	46.3%	46.2%	61
2 to 5 Rides in Past 7 Days	100.0%	42.9%	41.5%	42.4%	56
6 to 9 Rides in Past 7 Days	0.0%	0.0%	2.4%	2.3%	3
10 or More Rides in Past 7 Days	0.0%	0.0%	0.0%	0.0%	0
No Answer	0.0%	0.0%	9.8%	9.1%	12
Totals	100.0%	100.0%	100.0%	100.0%	132
Overall Trip Purpose Distribution	1.5%	5.3%	93.2%	100.0%	
Usable Responses	2	7	123	132	

* 1st Ride in Past 7 Days includes passengers who answered: 1st ride in past year and 1st ride ever.

Travel Modes and Round-Trip Patterns

Table 17-9 provides round-trip pattern and method information for Sunday survey period respondents for the Anacortes/Islands-Sidney route. Interestingly, with respect to round-trip segment status, respondents on the international route have percentage rates similar, not to the domestic San Juan route, but to other routes in the WSF system. However, when asked about completion of their round-trip, a much higher percentage of international respondents reported “some other day” responses, similar to domestic San Juan respondents. In comparing Sunday round-trip patterns and methods to weekday patterns and methods, a clear similarity exists. This result again highlights the obvious recreational orientation of the international route.

Wait time distribution by boarding mode for Sunday survey period respondents is presented in Table 17-10. The majority of both walk-on passengers and riders boarding in a vehicle waited for 31 to 60 minutes to board the ferry vessel, with about 30% each. However, over half of walk-on passengers reported waiting 30 minutes or less, while only 31% of in-vehicle passengers waited the same amount of time. Comparing the Sunday results to weekday service period results indicates that all Sunday passengers, regardless of boarding mode, generally waited longer to board a ferry than their weekday counterparts. It is interesting to note that 70% of weekday walk-on riders waited less than 10 minutes to board, while only 28% of Sunday walk-on passengers waited 10 minutes or less. It is not clear why this finding holds true for walk-on passengers, since vehicle space capacity constraints do not come into play for those boarding as pedestrians. One explanation could be that of small sample bias or variation, since there are so few walk-ons on this route to begin with. Additionally, this result could be due to the one sailing per day, where perhaps missing the ferry may have greater ramifications to some Sunday travelers, who are willing to wait longer periods to guarantee a spot on the ferry, than it does for weekday travelers.

Table 17-9
Round-Trip Patterns and Methods
Anacortes/Islands-Sidney, B.C. – Sunday Survey Period

<i>Round-Trip Segment & Method / Time</i>	<i>Today</i>	<i>Some Other Day</i>	<i>No Answer</i>	<i>Usable Responses</i>
Declared Initial Trip (Reported on 2nd Half of Round-Trip)				59.1%
Same Ferry Route	3.8%	39.7%	5.1%	38
Not Using Ferry System	0.0%	1.3%	1.3%	2
Different Ferry Route	0.0%	42.3%	5.1%	37
No Answer	0.0%	1.3%	0.0%	1
<i>Total Declared Initial Trip</i>	<i>3.8%</i>	<i>84.6%</i>	<i>11.5%</i>	<i>78</i>
Expected Return Trip (Reported on 1st Half of Round-Trip)				36.4%
Same Ferry Route	2.1%	18.8%	6.3%	13
Not Using Ferry System	0.0%	6.3%	0.0%	3
Different Ferry Route	4.2%	41.7%	6.3%	25
No Answer	0.0%	8.3%	6.3%	7
<i>Total Expected Return Trip</i>	<i>6.3%</i>	<i>75.0%</i>	<i>18.8%</i>	<i>48</i>
No Answer (Did Not Report Round-Trip Status)				4.5%
<i>No Answer</i>			<i>100.0%</i>	<i>6</i>
Usable Responses	6	102	24	132

Table 17-10
Wait Time Distribution by Boarding Method
Anacortes/Islands-Sidney, B.C. – Sunday Survey Period

<i>Wait Time Distribution / Boarding Method</i>	<i>Walk Board (Pedestrian & Bicycle)</i>	<i>Vehicle Board (Driver & Passenger)</i>	<i>Usable Responses</i>
Zero to 10 Minutes	27.8%	3.5%	9
11 to 30 Minutes	27.8%	27.2%	36
31 to 60 Minutes	33.3%	28.9%	39
61 to 90 Minutes	5.6%	24.6%	29
More Than 90 Minutes	5.6%	12.3%	15
No Answer	0.0%	3.5%	4
Totals	100.0%	100.0%	
Usable Responses	18	114	132

17.2 GEOGRAPHIC TRAVEL PATTERNS

This section provides tables and map figures which present the locations for ferry user trip origins and destinations. Of key interest for updating the WSF travel demand forecasting model are the weekday origin-destination (O-D) trip tables by travel direction, presented as expanded daily service period ridership volumes and distributions for all modes, as well as for walk-on and in-vehicle boardings. Similar O-D trip tables presenting unexpanded Sunday survey period distributions are also provided. Complementing the weekday and Sunday trip tables are two sets of map figures. The first set shows the geographic flows of origins and destinations, including route district percentage distributions, for all trips by direction. The second set of maps illustrates the directional densities of trip origins and destinations, using different pinpoint symbols to delineate walk-on and in-vehicle boarding methods.

“... Canadian addresses on Vancouver Island were assigned to one of two geocoded locations: the City of Victoria or all other Vancouver Island...”

Note that Canadian addresses on Vancouver Island were not geocoded with the same detail as the rest of the western Washington WSF service area. Rather, trips destined to or originating from Vancouver Island were assigned to one of two geocoded locations (X-Y coordinates): the City of Victoria, B.C. or all other Vancouver Island, B.C.

17.2.1 Weekday Service Period Trip Patterns

The city of Victoria represents 82% of eastbound origins and 60% of westbound destinations for weekday riders on the international ferry service. This compares to 69% and 85%, respectively, in 1993. The differences between the 1999 and 1993 surveys is likely just daily variation rather than a shift in tourist travel patterns. The overall attraction of Victoria and its distance from the Sidney, B.C. ferry terminal helps to explain why 92% of weekday users board in a vehicle.

“All other places” or locations in the periphery of or outside of the western Washington counties comprising the WSF service area represent over 20% of the mainland westbound origins and eastbound destinations. In other words, a large share of the travelers on this route represent tourists from the periphery of the Puget Sound Region, outside of the Region, and, in many cases, outside the State of Washington.

Table 17-11 and Table 17-12 present the west- and eastbound origin-destination trip tables for all modes. Despite nearly balanced directional ridership volumes on the survey day, there is a significantly larger variety of mainland eastbound trip destinations than there are westbound trip origins. Figure 17-1 and Figure 17-2 portray the weekday geographic distributions of trip origins and destinations by direction for this route. Additional tables segregate the directional origin and destination pairs by boarding mode. Figure 17-3 and Figure 17-4 portray the location densities of trip origins and destination by boarding mode for the west- and eastbound travel directions, respectively. Note that the lack of dispersion

in the origins and destinations on Vancouver Island is due to the aforementioned limited address geocoding performed outside of the U.S.

Table 17-11
Anacortes/Islands-Sidney, B.C. O-D Trip Table
Weekday Service Period – Westbound – All Boarding Modes

	DESTINATION			Origin Totals	Origin Shares
		Victoria 1909	Other Vancouver Island 1910		
ORIGIN					
Orcas Island	1901		11	11	8.4%
San Juan Island	1902	4	18	22	16.8%
Anacortes/Fidalgo Island	1905	12	6	18	13.7%
Other West Skagit County	1907	3		3	1.9%
Island County	1912	6	4	10	7.7%
Lynnwood/Edmonds/Mountlake Terrace	1914	1		1	1.0%
Other West Snohomish County/Camano Island	1915		3	3	2.6%
Greater South Seattle/CBD	1916	26	3	30	22.7%
West Pierce/Thurston Counties	1922	3		3	2.4%
All Other Places	1924	23	7	30	22.9%
Destination Totals		79	53	131	100.0%
Destination Shares		60.0%	40.0%	100.0%	

Figure 17-1
Anacortes/San Juans - Sidney Westbound Weekday Service Period Trips
All Boarding Modes

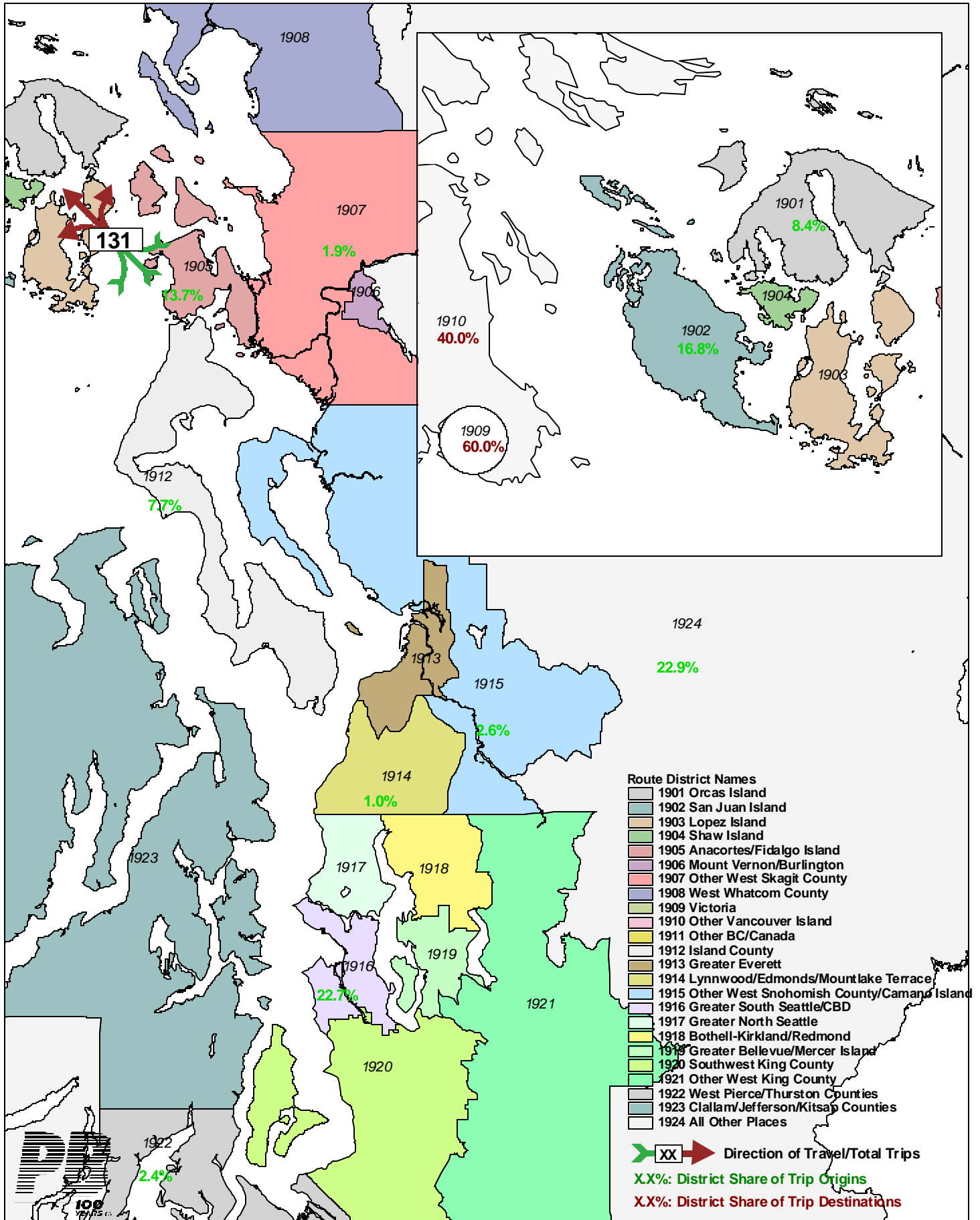


Table 17-12
Anacortes/Islands-Sidney, B.C. O-D Trip Table
Weekday Service Period – Eastbound – All Boarding Modes

ORIGIN	DESTINATION																			Origin Totals	Origin Shares
		Ocas Island	San Juan Island	Anacortes/Fidalgo Island	Mount Vernon/Burlington	Other West Skagit County	West Whatcom County	Other BC/Canada	Island County	Lynnwood/Edmonds/Mountlake Terrace	Other West Snohomish County/Camano Island	Greater South Seattle/CBD	Greater North Seattle	Bothell/Kirkland/Redmond	Greater Bellevue/Mercer Island	Southwest King County	Other West King County	West Pierce/Thurston Counties	All Other Places		
Victoria	1909	1	6	13	12	5	8	4	22	2			7	1	6	6	4	6	22	124	82.0%
Other Vancouver Island	1910	1	5								4	7						1	9	27	18.0%
Destination Totals		2	11	13	12	5	8	4	22	2	4	7	7	1	6	6	4	7	31	151	100.0%
Destination Shares		1.3%	7.3%	8.3%	7.8%	3.1%	5.5%	2.3%	14.6%	1.6%	2.3%	4.7%	4.7%	0.8%	3.9%	3.9%	2.3%	4.7%	20.8%	100.0%	

Figure 17-2
Anacortes/San Juans - Sidney Eastbound Weekday Service Period Trips
All Boarding Modes

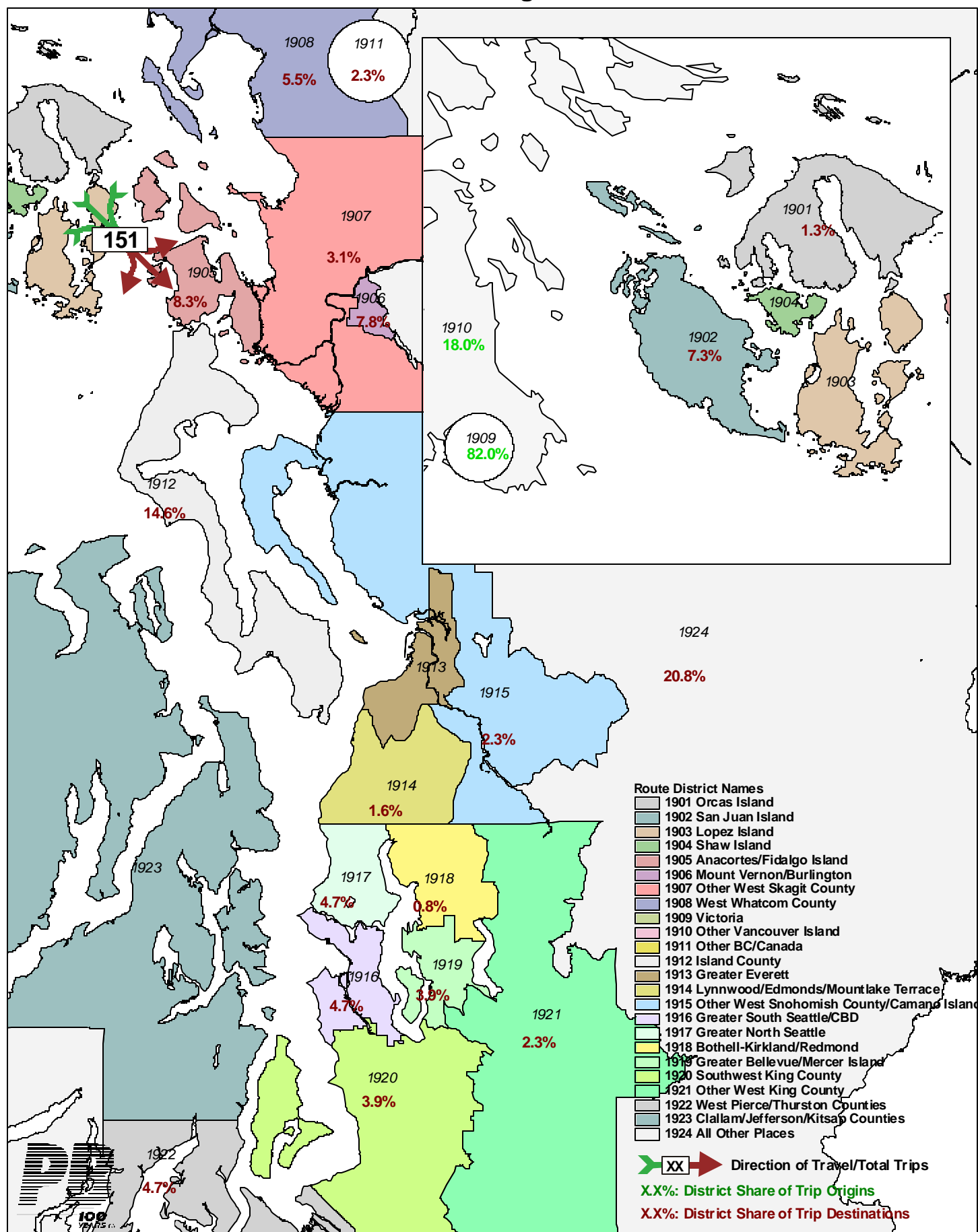


Table 17-13
Anacortes/Islands-Sidney, B.C. O-D Trip Table
Weekday Service Period – Westbound – Walk-On Boardings

ORIGIN	DESTINATION	Other Vancouver Island	Origin Totals	Origin Shares
	1910			
Orcas Island	1901	1	1	18.8%
San Juan Island	1902	2	2	37.5%
Anacortes/Fidalgo Island	1905	2	2	43.7%
Destination Totals		5	5	100.0%
Destination Shares		100.0%	100.0%	

Table 17-14
Anacortes/Islands-Sidney, B.C. O-D Trip Table
Weekday Service Period – Westbound – In-Vehicle Boardings

ORIGIN	DESTINATION	Victoria 1909	Other Vancouver Island 1910	Origin Totals	Origin Shares
Orcas Island	1901		10	10	7.9%
San Juan Island	1902	4	16	20	15.9%
Anacortes/Fidalgo Island	1905	12	3	16	12.4%
Other West Skagit County	1907	3		3	2.0%
Island County	1912	6	4	10	8.0%
Lynnwood/Edmonds/Mountlake Terrace	1914	1		1	1.0%
Other West Snohomish County/Camano Island	1915		3	3	2.7%
Greater South Seattle/CBD	1916	26	3	30	23.7%
West Pierce/Thurston Counties	1922	3		3	2.5%
All Other Places	1924	23	7	30	23.9%
Destination Totals		79	47	126	100.0%
Destination Shares		62.5%	37.5%	100.0%	

Figure 17-3
Anacortes/San Juans - Sidney Westbound Weekday Service Period
Trip Origins & Destinations by Boarding Mode

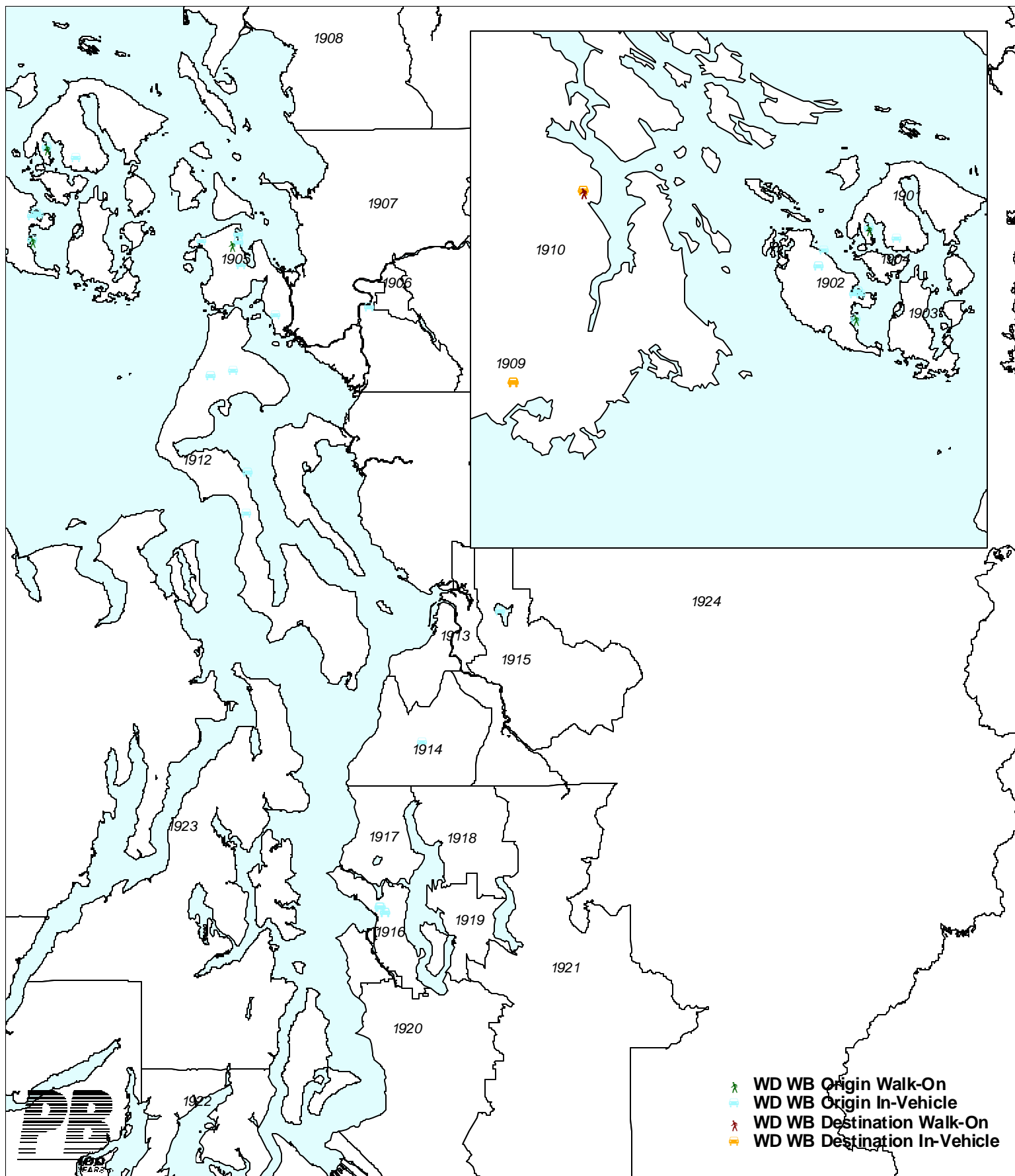


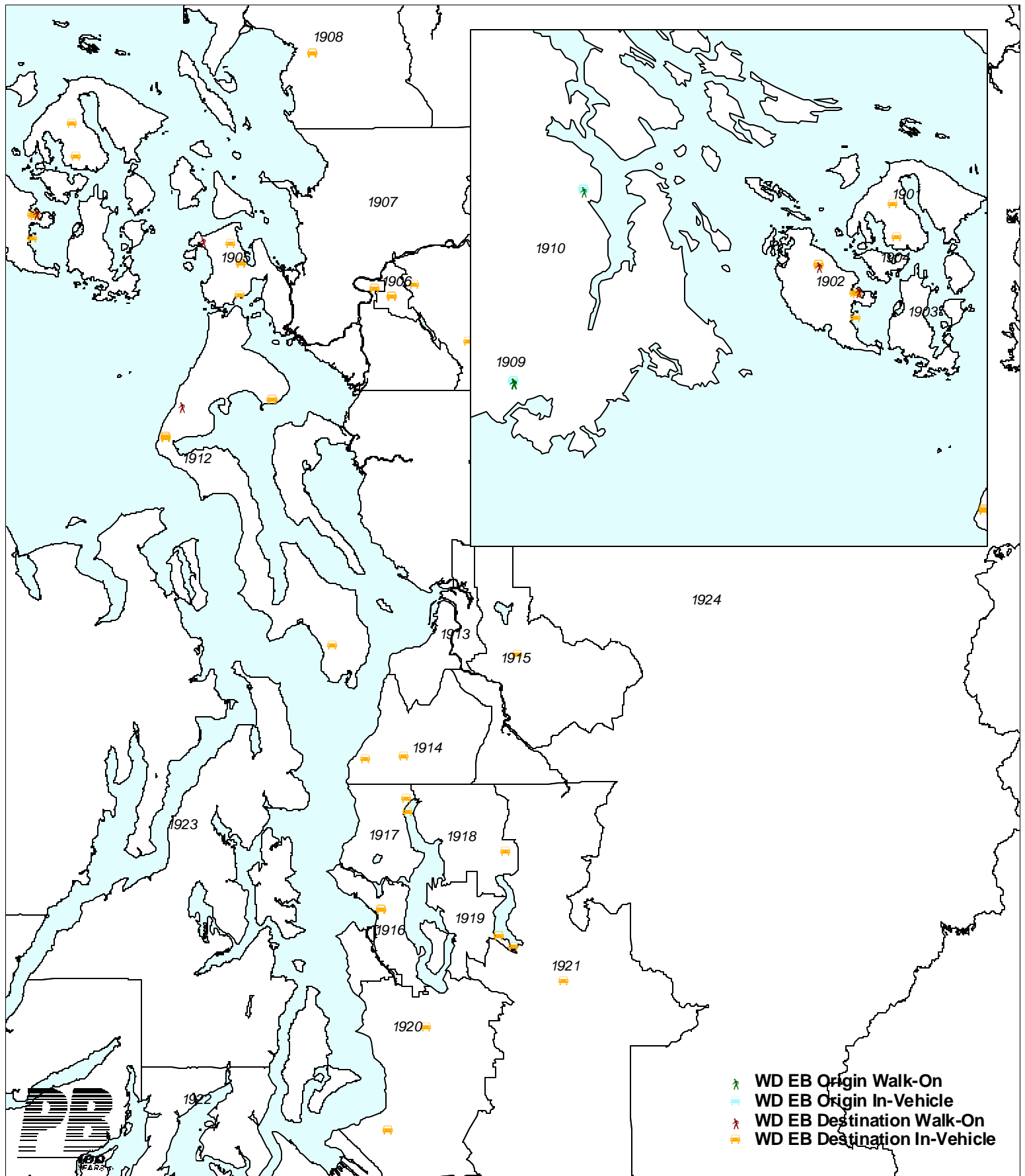
Table 17-15
Anacortes/Islands-Sidney, B.C. O-D Trip Table
Weekday Service Period – Eastbound – Walk-On Boardings

ORIGIN	DESTINATION	San Juan Island	Anacortes/Fidalgo Island	Island County	All Other Places	Origin Totals	Origin Shares
		1902	1905	1912	1924		
Victoria	1909	2	2	2	2	8	80.0%
Other Vancouver Island	1910	2				2	20.0%
Destination Totals		4	2	2	2	10	100.0%
Destination Shares		40.0%	20.0%	20.0%	20.0%	100.0%	

Table 17-16
Anacortes/Islands-Sidney, B.C. O-D Trip Table
Weekday Service Period – Eastbound – In-Vehicle Boardings

ORIGIN	DESTINATION																			Origin Totals	Origin Shares
		Ocas Island	San Juan Island	Anacortes/Fidalgo Island	Mount Vernon/Burlington	Other West Skagit County	West Whatcom County	Other BC/Canada	Island County	Lynnwood/Edmonds/Mountlake Terrace	Other West Shoreline County/Gamesa Island	Greater South Seattle/CSD	Greater North Seattle	Bothell-Kirkland/Redmond	Greater Bellevue/Mercer Island	Southwest King County	Other West King County	West Pierce/Thurston Counties	All Other Places		
Victoria	1909	1	4	11	12	5	8	4	20	2			7	1	6	6	4	6	20	116	82.1%
Other Vancouver Island	1910	1	3									4	7					1	9	25	17.9%
Destination Totals		2	7	11	12	5	8	4	20	2	4	7	7	1	6	6	4	7	29	141	100.0%
Destination Shares		1.4%	5.0%	7.5%	8.4%	3.3%	5.9%	2.5%	14.2%	1.7%	2.5%	5.0%	5.0%	0.8%	4.2%	4.2%	2.5%	5.0%	20.9%	100.0%	

Figure 17-4
Anacortes/San Juans - Sidney Eastbound Weekday Service Period
Trip Origins & Destinations by Boarding Mode



17.2.2 Sunday Survey Period Trip Patterns

Compared to the other routes in the system, travel patterns on the Anacortes/Islands-Sidney route appear to vary the least by day of week. Volumes of travelers, distributions of origins and destinations, trip purposes, etc. remain similar between Sunday and weekday travel, reflecting the tourist-oriented nature of this route. Similar to the weekday case, the city of Victoria represents 78% of eastbound origins and 67% of westbound destinations for the Sunday sailing on this international service. Also similar is the apparent larger variety of mainland eastbound trip destination locations than there are westbound trip origins places.

Table 17-17 and Figure 17-5 present the distribution shares of westbound Sunday survey respondent trip origins and destinations, and Table 17-18 and Figure 17-6 present the same for the eastbound direction. Figure 17-7 and Figure 17-8 portray the location densities of trip origins and destinations by boarding mode for westbound and eastbound trips, respectively. Note that the lack of dispersion in the origins and destinations on Vancouver Island is due to the limited address geocoding performed outside of the U.S.

Table 17-17
Anacortes/Islands-Sidney, B.C. O-D Trip Table
Sunday Survey Period – Westbound – All Boarding Modes

ORIGIN	DESTINATION	Origin Shares		
		Victoria 1909	Other Vancouver Island 1910	
Anacortes/Fidalgo Island	1905	25.6%	14.0%	39.5%
Mount Vernon/Burlington	1906	2.3%	2.3%	4.7%
West Whatcom County	1908	2.3%		2.3%
Island County	1912	4.7%	4.7%	9.3%
Lynnwood/Edmonds/Mountlake Terrace	1914	9.3%	2.3%	11.6%
Greater South Seattle/CBD	1916	2.3%	4.7%	7.0%
Greater North Seattle	1917	14.0%		14.0%
Bothell-Kirkland/Redmond	1918	2.3%		2.3%
West Pierce/Thurston Counties	1922		4.7%	4.7%
All Other Places	1924	4.7%		4.7%
Destination Shares		67.4%	32.6%	100.0%

Figure 17-5
Anacortes/San Juans - Sidney Westbound Sunday Survey Period Trips
All Boarding Modes

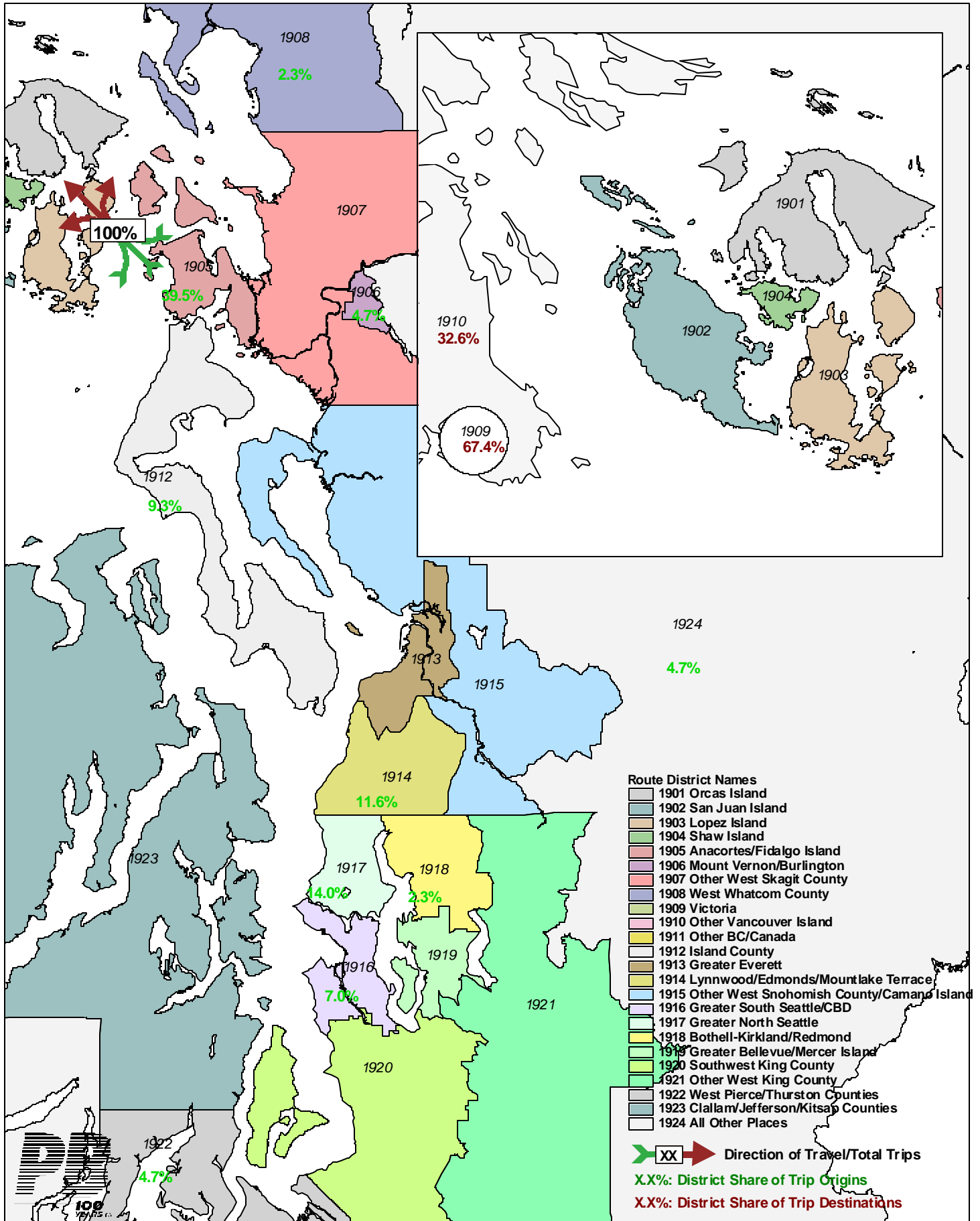


Table 17-18
Anacortes/Islands–Sidney, B.C. O-D Trip Table
Sunday Survey Period – Eastbound – All Boarding Modes

ORIGIN	DESTINATION																				Origin Shares
	Lopez Island	Anacortes/Fidalgo Island	Mount Vernon/Burlington	Other West Skagit County	West Whatcom County	Other BC/Canada	Island County	Greater Everett	Lynnwood/Edmonds/Mountlake Terrace	Other West Snohomish County/Cameron Island	Greater South Seattle/CBD	Greater North Seattle	Bellevue/Kirkland/Redmond	Greater Bellevue/Mercer Island	Southwest King County	Other West King County	West Pierce/Thurston Counties	Clallam/Jefferson/Kitsap Counties	All Other Places		
Orcas Island	1901				1.5%		0.4%	0.4%	2.6%	1.5%	2.6%	6.2%	3.3%	1.8%	0.7%	4.0%	1.8%	0.7%	5.1%	32.5%	
San Juan Island	1902	0.4%	2.6%	0.4%	1.1%	2.2%	0.4%	0.4%	1.8%	1.1%	5.1%	4.7%	4.4%	5.5%	5.1%	0.7%	3.6%		5.1%	44.5%	
Lopez Island	1903		0.4%		0.4%	1.1%	0.7%		2.6%	1.1%	2.9%	1.8%	2.6%	1.5%	2.6%	2.6%	0.7%	1.1%	1.1%	23.0%	
Destination Shares		0.4%	2.9%	0.4%	1.5%	4.7%	0.7%	0.7%	6.9%	3.6%	10.6%	12.8%	10.2%	8.8%	8.4%	7.3%	6.2%	1.8%	11.3%	100.0%	

Figure 17-6
Anacortes/San Juans - Sidney Eastbound Sunday Survey Period Trips
All Boarding Modes

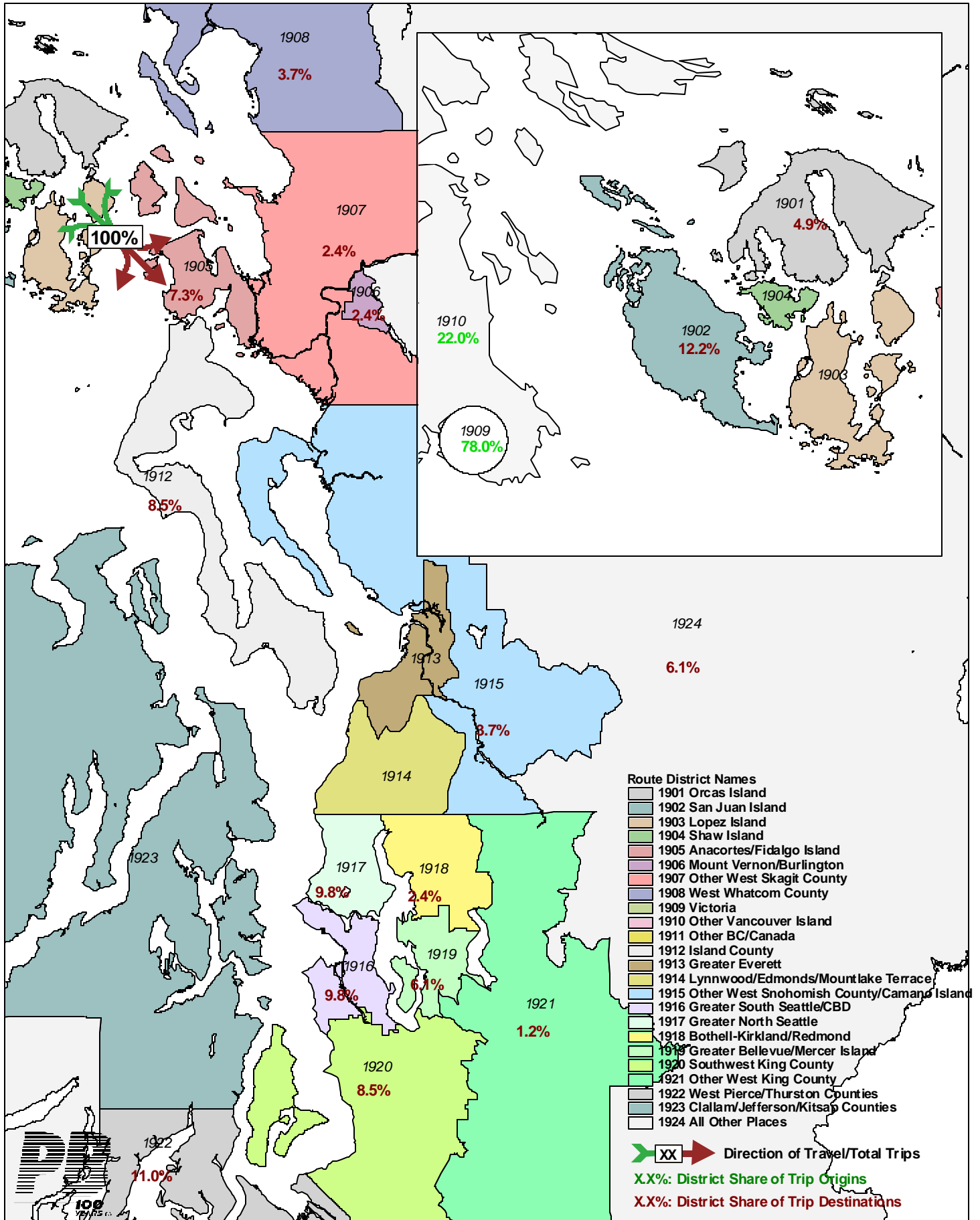


Figure 17-8
Anacortes/San Juans - Sidney Eastbound Sunday Survey Period
Trip Origins & Destinations by Boarding Mode

